

SECTION 2: WORKING GROUP TASKING

ARAC Tasking Statement

The FAA established the Aviation Rulemaking Advisory Committee (ARAC) on February 5, 1991 (56 FR 2190, January 22, 1991) and the Committee was most recently renewed on February 11, 1998 (63 FR 8250, February 18, 1998). The ARAC was established to assist the FAA in the rulemaking process by providing input from outside the Federal Government on major regulatory issues affecting aviation safety. The ARAC includes representatives of air carriers, manufacturers, general aviation, labor groups, universities, associations, airline passenger groups, and the general public.

ARAC established the "Clarification of Major/Minor Repairs or Alterations Working Group" on January 11, 1994 (59 FR 1583) (hereafter, Major/Minor Working Group or Working Group). The Major/Minor Working Group was tasked as follows:

Review Code of Federal Regulations (CFR) Title 14--Aeronautics and Space, Chapter I--Federal Aviation Administration, Department of Transportation, and supporting policy and guidance material for the purpose of determining the course of action to be taken for rulemaking and/or policy relative to the issue of acceptable and/or approved data. If ARAC determines rulemaking documents or advisory circulars are appropriate to resolve the major/minor problem, such documents should be developed by ARAC, along with proper justifications and any legal and economic analyses.

The original tasking statement was amended on October 12, 1995, by the FAA Associate Administrator for Regulation and Certification to read as follows:

Review Code of Federal Regulations (CFR) Title 14--Aeronautics and Space, Chapter I--Federal Aviation Administration, Department of Transportation, and supporting policy and guidance material for the purpose of determining the course of action to be taken for rulemaking and/or policy relative to the issue of acceptable and/or approved data. Determine the feasibility and any actions removing the words major and minor as associated with repair and alteration of aircraft. In addition, the FAA believes a comprehensive review of current definitions including maintenance, major and minor repair, and alteration may be in order. The FAA is concerned these definitions may not be consistent with allowing the aviation community and the FAA to make unambiguous decisions with reference to the requirement for FAA-approved data.

The Major/Minor Working Group has met every two to three months for the last six years. Initially the thrust of the Major/Minor Working Group's effort was to establish an advisory circular containing a logic diagram outlining the acceptable means of developing data and obtaining appropriate approval of data, when required, to be used in making major repairs or major alterations. The Major/Minor Working Group also

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reviewed the definitions of “major” and “minor” and relevant regulations to determine the need for changes in the existing rules.

In 1994 ARAC established a second working group titled “General Aviation Maintenance Working Group” (59 FR 49460, September 28, 1994) (hereafter, “GA Working Group”). The GA Working Group was specifically tasked as follows:

Review Title 14 Code of Federal Regulations, parts 43 and 91, and supporting policy and guidance material for the purpose of determining the course of action to be taken for rulemaking and/or policy relative to the issue of general aviation aircraft inspection and maintenance, specifically section 91.409, part 43, and Appendices A and D of part 43. In your review, consider any inspection and maintenance initiatives underway throughout the aviation industry affecting general aviation with a maximum certificated takeoff weight of 12,500 pounds or less. Also consider ongoing initiatives in the areas of: maintenance recordkeeping; research and development; the age of the current aircraft fleet; harmonization; the true cost of inspection versus maintenance; and changes in technology.

Starting in 1999, at the request of some ARAC participants who were members of both Working Groups, the GA Working Group and the Major/Minor Working Group began having occasional joint meetings. During these joint meetings the groups briefed each other on their progress and discussed issues relevant to both groups such as: the definitions of major repairs and major alterations, and Appendix A to Part 43. As a result of these joint meetings it was determined that Appendix A should be addressed by the Major Minor Working Group rather than the Maintenance Working Group.

Membership List for the Major/Minor Working Group

<u>Name</u>	<u>Organization</u>
Skip Averman	Federal Aviation Administration
Jodi Diamant Boustead	Transport Canada
Gregg Delker	US Airways
Bob DeRosa	United Airlines
Carolina Forrester	Federal Aviation Administration
Carlton Holmes	Boeing
Wendell Kawakami	Northwest Airlines
Pete Lauria	Northwest Airlines
John Lewis	Professional Aviation Maintenance Association
Maureen Moreland	Federal Aviation Administration
John Pervorse	Boeing
Charlie Schuck	Experimental Aircraft Association
Fred Sobeck	Federal Aviation Administration

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Mike Whissell
Rick Macklosky

Transport Canada
Pratt & Whitney - Regulatory
Compliance FAA Liaison Office
Operations
Aircraft Electronics Association
Transport Canada

Terry Pearsall
Brian Whitehead